

**Amendments to the Claims:**

This listing of claims will replace all prior versions, and listings, of claims in the application.

**Listing of Claims:**

1. (Currently amended) A vehicle door latch comprising:

a locking mechanism;

~~an operating lever for the locking mechanism; and~~

a motor drive containing a drive disk with a front-sided cam for causing a reciprocating motion of the operating lever, the cam having an irregular-shaped wheel portion and an end portion located about a cam rotational axis coincident with a drive disk rotational axis, a rear-sided element limiting the angle of rotation of the drive disk and an electric motor capable of turning in both an actuation direction and a reverse direction for directly driving a corresponding rotation of said drive disk in an actuation direction and in a reverse direction, said rotations being limited by the element limiting the angle of rotation,

a control unit for controlling said turning of said electric motor, and

a first sensor and a second sensor for signaling to said control unit a position of a catch and a position of the drive disk, respectively, for coordinating and timing said turning of the electric motor, said rotations of the drive disk and said resulting motions of the operating lever;

wherein the motor drive opens the locking mechanism by directly acting upon the locking mechanism solely via contact of the cam with the operating lever resulting from said driving of said drive disk in the actuation direction~~and reverse directions.~~

wherein the operating lever pivotally engages a pawl of the locking mechanism to cause said pawl to release the catch and open the locking mechanism to an opening position,

wherein in said opening position, a counterforce generated by a spring on the operating lever, runs solely and radially through the irregular-shaped wheel portion of the cam in the direction of a rotation axis of the drive disk without providing a lateral force

running in said actuation direction or in said reverse direction on the drive disk and said counterforce generated by the spring causes a frictional force on a generally flat surface of the cam to engage the operating lever to set and maintain the opening position of the drive disk regardless of any driving from said electric motor,

wherein said opening position is maintained until the locking mechanism has been reliably opened, as signaled by said first sensor, and

wherein the motor drive is then acted upon in reverse direction, based on said signaling from said first and said second sensors, until the pawl, held previously by the operating lever is released.

2. (Canceled)

3. (Currently amended) The vehicle door latch according to claim 1, wherein the element limiting the angle of rotation cooperates with the<sup>[[a]]</sup> stationary stop, ~~preferably~~ fixed to a latch housing and limits the movements of rotation of the drive disk to the actuation and reverse directions.

4. (Previously presented) The vehicle door latch according to claim 1, wherein the operating lever contains at least two arms, an operating arm and an actuation arm.

5. (Previously presented) The vehicle door latch according to claim 4, wherein the operating lever contains three arms, including an additional opening arm.

6. (Previously presented) The vehicle door latch according to claim 4, wherein the operating arm is acted upon by the drive, whilst the actuation arm acts upon the locking mechanism.

7. (Previously presented) The vehicle door latch according to claim 3, wherein the motor drive acts upon the operating lever in its actuating direction for opening the locking mechanism until the element limiting the angle of rotation rests against the stop in an opening position.

8-10. (Canceled)

11. (New) A vehicle door latch comprising:

a locking mechanism;

an operating lever;

a motor drive containing a drive disk with a front-sided cam for causing a reciprocating motion of the operating lever, the cam having an irregular-shaped wheel portion and an end portion located about a cam rotational axis coincident with a drive disk rotational axis, a rear-sided element limiting the angle of rotation of the drive disk and an electric motor capable of turning in both an actuation direction and a reverse direction for directly driving a corresponding rotation of said drive disk in an actuation direction and in a reverse direction, said rotations being limited by the element limiting the angle of rotation,

a control unit for controlling said turning of said electric motor, and

a first sensor and a second sensor for signaling to said control unit a position of a catch and a position of the drive disk, respectively, for coordinating and timing said turning of the electric motor, said rotations of the drive disk and said resulting motions of the operating lever;

wherein said control unit controls said electric motor to turn in the actuation direction, resulting in the corresponding rotation of said drive disk;

said motor drive directly acts upon the locking mechanism solely via contact of the cam with the operating lever resulting from said driving of said drive disk in the actuation direction;

a resulting reciprocating motion of said operating lever causes a pivotal engagement by said operating lever of said pawl, as signaled by said second sensor;

said pawl releases the catch and opens the locking mechanism to an opening position, and said opening position is maintained until the locking mechanism has been reliably opened, as signaled by said first sensor;

wherein in said opening position, a counterforce generated by a spring on the operating lever, runs solely and radially through the irregular-shaped wheel portion of the cam in the direction of a rotation axis of the drive disk without providing a lateral force running in said actuation direction or in said reverse direction on the drive disk and said counterforce generated by the spring causes a frictional force on a generally flat surface of the cam to engage the operating lever to set and maintain the opening position of the drive disk regardless of any driving from said electric motor,

said driving of said drive disk then continues in the actuation direction until stopped by a stationary stop cooperating with the element limiting the angle of rotation;

based on signaling from said second sensor and the stopping of the rotation, said control unit controls said electric motor to turn in the reverse direction;

a resulting further motion of the operating lever releases said pawl, as signaled by said second sensor; and

said driving of said drive disk continues in the reverse direction until stopped by the stationary stop cooperating with the element limiting the angle of rotation and said operating lever is held in a pawl released position.

12. (New) The vehicle door latch according to claim 11, wherein the element limiting the angle of rotation cooperates with the stationary stop, preferably fixed to a latch housing and limits the movements of rotation of the drive disk to the actuation and reverse directions.

13. (New) The vehicle door latch according to claim 11, wherein the operating lever contains at least two arms, an operating arm and an actuation arm.

14. (New) The vehicle door latch according to claim 13, wherein the operating lever contains three arms, including an additional opening arm.

15. (New) The vehicle door latch according to claim 13, wherein the operating arm is acted upon by the drive, whilst the actuation arm acts upon the locking mechanism.

16. (New) The vehicle door latch according to claim 12, wherein the motor drive acts upon the operating lever in its actuating direction for opening the locking mechanism until the element limiting the angle of rotation rests against the stop in an opening position.